GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

UNSTARRED QUESTION NO:4436
ANSWERED ON:24.04.2008
HORIZONTAL DISTANCE BETWEEN TWO AIRCRAFTS
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Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to reduce the horizontal distance between two aircrafts in order to lift pressure from Airports at Delhi and Mumbai due to ever increasing air traffic;

(b) if so, the details thereof;

(c) whether the existing airports are capable of handling increasing traffic;

(d) if so, the details thereof; and

(e) the steps taken to avoid mid air disasters?

Answer

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL)

(a) Yes, Sir.

(b) Reduced Horizontal Separation is required to be implemented to reduce the air-congestion and delays. However, evaluation of available ground infrastructure, Communication, Navigation, Surveillance facilities, manpower & controllers` software tools for efficient handling of increased traffic is required. Necessary augmentation of these facilities needs to be carried out before implementation of reduced horizontal separation, so as to ensure safety of aircraft on ground and in air. Subject to fulfillment of these conditions, the current horizontal separation of 05 nautical mile could be reduced to 03 nautical mile in accordance with the International Civil Aviation Organisation (ICAO) Standards.

(c) & (d) Following development works have been undertaken being undertaken to enhance the capability of airports for handling increasing traffic:

1. New high speed exit taxiways at Delhi and Mumbai airports have been constructed and some more have been planned.

2 . Mumbai and Delhi airports have been handed over to Joint Venture Companies for inter-alia, further development of ground infrastructure.

3. Simultaneous use of both runways at Delhi and Mumbai airports has started during the peak hours.

4. Restriction on general aviation aircraft during peak period at Delhi and Mumbai airports has been imposed.

5. ATC Automation System at Delhi and Mumbai airports has been planned for upgradation.

6 . The number of hourly movements of flights are being frozen at Mumbai & Delhi airports in sync with available runway/ terminal building capacity. In addition, Clearance Delivery Position has been establshied at Mumbai and Delhi Airports.

7. At IGI Airport, Delhi, construction of a third runway is nearing completion. On its commissioning, the aircraft handling capacity of the airport would greatly get augmented. A parallel taxi track has also been constructed at Delhi airport by which runway occupancy time has been reduced considerably.

8. At Mumbai airport, the beginning of runway 32 and 27 have been joined by constructing a new taxi track and beginning of runway 27 is being joined with the international apron to reduce runway occupancy time.

9. Airports Authority of India (AAI) has taken up a project for upgradation of 35 non-metro airports to handle increased air traffic at those airports.

10. AAI is also expanding and modernising Chennai and Kolkata airports to handle the increasing traffic at these airports.

(e) The following measures are in force to prevent mid air disasters/ incidents:

1. All the aircraft which are holding over on airport for landing are continuoulsy monitored on Radar to maintain the prescribed safe height.

2. The radar system is capable of displaying the height of aircraft, thus a close surveillance is maintained by the controllers on the heights being maintained by different aircrafts.

3. The automation system at Delhi and Mumbai, the two busiest airports, has the capability to generate conflict alert which draws the attention of the controller, in case any deviation is observed on the height of an aircraft.

4. All the aircraft are equipped with Air borne collision avoidance system which improves the situational awareness of pilot and generates alert in case of any conflict.